

Duke, Daphne

284612

From: Gates, Nina
Sent: Monday, January 26, 2015 1:03 PM
To: Duke, Daphne
Subject: FW: Yellow Cab of Charleston Uber

From: Jerry Crosby [<mailto:jerryandjacquic@yahoo.co.uk>]
Sent: Monday, January 26, 2015 12:58 PM
To: PSC_Commissioner.Howard
Subject: Yellow Cab of Charleston Uber

Commissioner Howard,

Based on the latest 2 bills introduced in the house and senate (S299/H3413), it is clear the agenda of many politicians.

From H 3413:

"SO AS TO PROVIDE A CITATION; TO DEFINE NECESSARY TERMS; TO PROVIDE EXCLUSIONS; TO EXCLUDE TRANSPORTATION NETWORK COMPANIES AND TRANSPORTATION NETWORK COMPANY DRIVERS FROM REGULATION AS MOTOR VEHICLE CARRIERS BY THE PUBLIC SERVICE COMMISSION OR THE OFFICE OF REGULATORY STAFF,....

The loophole?

TO SPECIFY THE SCOPE AND NATURE OF THEIR SERVICES, AND TO PROVIDE THAT TRANSPORTATION NETWORK COMPANIES ARE NOT CONSIDERED OWNERS, OPERATORS, OR MANAGERS OF VEHICLES USED BY THEIR DRIVERS;

Simply because Uber does not 'own' the car & uses an app to dispatch calls (I might add Yellow Cab has an app with same capacity)

Uber & drivers are not 'motor vehicle carriers'? If not, no regulations on their surge pricing structure or simply any form of pricing structure. Meanwhile Yellow Cab is regulated to obey 24/7 the regulated rates set by the City of Charleston. Obviously, no surge pricing is allowed to us in this regulation. We continue to have an unlevel playing field as Uber is given exemptions.

Limited role of ORS

TO PROVIDE A PERSON SHALL NOT OPERATE A TRANSPORTATION NETWORK COMPANY WITHOUT FIRST HAVING OBTAINED A PERMIT FROM THE OFFICE OF REGULATORY STAFF, TO PROVIDE THAT THE OFFICE SHALL ISSUE SUCH PERMITS IN CERTAIN CIRCUMSTANCES,

This 'loophole' cannot allow Uber to be exempt from the same PSC regulations as a limo or taxi.

Realizing you are my districts commissioner, I implore you to keep up the good fight in whatever capacity you may possess.

This is not the north where there are taxi lobbyists, high paid lawyers to stand against the onslaught of Uber's force.

There is one lawyer, Dallas Ball, representing one local taxi company.

We have only asked since July 1, 2014 when Uber entered our state illegally that there be a level playing field for all to compete.

Based on these latest 2 bills, we clearly see that is not Uber's intent: The removal of any and all impediments from city and state that will stand in their way of monopolizing the transportation industry. I might add the very thing they accuse the taxi industry of.

We are one of 300 legally licensed transportation businesses in Charleston alone.

We are presently attempting to provide equal opportunities for Uber in Charleston through the creation of a legally regulated TNC. The language will be comparable to the taxi ordinance we must obey.

Uber does not desire compromises, equality or the chance at a portion of the business.

I honestly do not know what you can do from your capacity, but ask that you keep on message of the truth of the matter.

If there is any opportunity for us to meet as to provide additional information of the Charleston debate, please accept this as my request.

Having the largest and longest locally family owned business in Charleston (over 53 years), our voice should be heard in this discussion.

Thank-you for your consideration of my remarks.

I remain respectfully,

Jerry G. Crosby
Vice-President
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